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SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [76]

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— 1901 —
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SHAWAN TOMES & CO.
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— Hongkong, and July 1900. [65]

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(Opposite Hongkong & Shanghai Bank)
Hongkong, 10th November, 1900. [1

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SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [76]

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a special meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at 8 o'clock on the 27th April, present: Mr. Thomas Jackson (Chairman), Mr. C. E. Sharp (Vice-Chairman), Messrs. J. J. Francis, W. P. Post, B. L. Richardson, N. A. Sisk, H. E. Tomkins, Hon. J. Tharburn (ex officio) and B. C. Wilcox (Secretary).

THE CHINESE TARIFF AND THE PAYMENT OF THE INDEMNITY.

The Chairman said that the meeting had been called to discuss a very important matter. He supposed they had all read the letters from the China Association, which had been circulated. There was no doubt that some of the Powers were very anxious to get their indemnity, and several of them would not object to a sacrifice of commercial interests so long as they got hold of the hard cash. One Power not much interested in sea-borne traffic would be rather glad to see an increase of the tariff, as it would help to divert some of the China trade overland. This would give him a great advantage and would work to the detriment of those Powers engaged in the maritime trade. He thought they should set their faces steadily against any increase of the tariff until there was a clear guarantee that all shares in the levy of taxation on trade would be equally represented. After discussion, it was eventually decided to send the following telegram to the agent of the Hongkong and Shanghai Banking Corporation at Peking before addressing one to London:—"Before wiring Chamber of Commerce, London, Chamber Commerce Hongkong would like to know if it is true that some of the Powers are advocating immediate increase Chinese Customs Tariff with a view to facilitating raising of indemnity loan, leaving all other outstanding maritime grievances unsettled in the meantime."

REUTER'S POLITICAL TELEGRAM.

The Secretary said that Reuter's agent had shown him a letter from their Shanghai agent, in which the following passage occurred:—"I shall also be glad to have a copy of the agreement with the Chamber at Hongkong and to know, if you think it would pay more than it does, if we increased the service from Bombay, as we may shortly do, for the Daily News and Mercury here." He had looked through the records, but could find no agreement if any existed. It was made, if made at all, in 1877, but none of the annual reports in the sixteen and seventeen years missing. Did the Committee think that an increase could be given for a better service? Would subscribers be prepared to pay a slightly enhanced subscription?

The Chairman said he thought that to secure an improved service they should certainly be ready to pay an increased subscription. It was one of the objects of the Chamber to secure good and early intelligence, and they should be prepared to pay an increase for a better service, even if the service was again run at a slight loss. The Committee generally were of opinion that an augmented service was worth paying for even if it became necessary to raise the terms at which the messages were supplied to subscribers.

Ultimately it was left to the Secretary to find out the extent to which it was proposed to increase the number of words telegraphed and the amount of increase in the monthly subscription required by Reuter.

The following correspondence was submitted:—

THE CHINESE TARIFF.
Hongkong, 25th April, 1901.
To the SECRETARY,
Hongkong Chamber of Commerce.

SIR,
I am directed by my Committee to forward to you enclosed copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch of relative to the question of Tariff Revision. It is hoped that your Chamber may see fit to co-operate with the China Association in endeavouring to prevent any settlement of the question calculated to prove detrimental to British interests in China.

It will be esteemed a favour if you will be good enough to communicate to my Committee the views of the Chamber of Commerce on this most important subject, and to let them know what, if any, action it is proposed to take.

I am, Sir, yours obediently,
(Sd) M. STEWART,
Hon. Sec. China Association.

China Association,
Shanghai Branch, 3rd April 1901.
J. J. FRANCIS, Esq., K.C.
Chairman, Hongkong.

DEAR SIR,
I am instructed by the Committee of this Branch to forward to you the enclosed copy of a Memorandum for the consideration of which a meeting is called for to-morrow afternoon; the decision of the Committee as to the action to be taken will in due course be communicated to you.

The Memorandum explains itself, and I need not occupy time in enlarging upon it. The subject dealt with is of such importance that it is trusted that your Committee will co-operate in wiring to London urging that the strongest possible protest be entered against any hasty action in dealing with the Tariff in the manner which seems to be proposed; such action would be absolutely fatal to commercial interests, and would entirely give away the only lever which we possess for obtaining redress of existing grievances.

Though until our meeting is held, I am unable to say what will be the action taken here, our telegram to London will probably be in the line of the following draft, which will be submitted to the meeting:—"With reference to the indemnities we have good reason to believe that certain Powers propose international guarantee loan secured by the simple process of raising the tariff to 10 per cent. Strongest possible protest should be made against any hasty action in the treatment of the tariff thereby endangering development of trade and destroying any available lever for procuring redress of existing grievances. It should be urged that China be pressed to provide the service for the indemnity out of existing sources of revenue, which are known to be capable of adequate expansion under honest administration. Present conference of Ministers is eminently unsuited for the settlement of complex commercial questions in which several have no interest. England should use every effort to reserve such settlement by leading Commercial Powers later."

This of course will require a good deal of pruning and adaptation to local exigencies, but it represents the general sense of the message which the Committee will probably adopt.

I am, Dear Sir,
Yours faithfully,
LEONARD KERR,
Secretary.

MEMORANDUM.
I have information from Peking that some of the Powers, either because they have no commercial interests, or because they are in a

hurry to get their money out of China, are urging that the question of the payment of the indemnity should be settled by a loan collectively guaranteed by the Powers, and secured on a drastic increase of the Customs Tariff. They are urging, I understand, that such questions as Tariff revision, abolition of *lekin*, the creation of new sources of revenue, &c., are all too complicated for discussion in the present situation; that to enter on such discussion will cause the negotiations to drag on indefinitely, and that the concert will not be able to endure the prolonged strain. It is also stated that the British Government shows signs of being inclined to agree—the solution of the difficulty being an easy one, as following the line of least resistance.

It is no doubt within the recollection of the Committee that at the time of China's financial difficulties after the China-Japanese war, a similar proposition was put forward and was argued by Li Hung-chang during his European tour in 1896. The plausible argument put forward was—Double the Tariff, and there is the money. It will be remembered also that the Chambers of Commerce here and in Hongkong, as well as the Committee of the Association in both places and in London, vigorously protested against this "easy solution," the standpoint being that whilst merchants in China were quite willing that the Tariff should be revised in China's favour, that a *quid pro quo* was necessary on China's part, securing her more honest fulfilment of the Treaties and redress of existing grievances of irregular inland taxation—that, in fact, the concession of an increased Tariff should be used as a lever for relieving trade from its present hampered conditions.

The point was considered to be of such importance that the Chamber of Commerce and the Association combined in sending a special delegate to Peking to urge the views of the Shanghai community upon the Ministers, and I had the honour of undertaking the work. From interviews that I had with Sir Robert Hart I am certain that the "easy solution" was of his fathering, and Li Hung-chang was of course keenly urging it. It is very probable that the reported present inclination of the British Government to agree to the "easy solution" is not unconnected with the representations of Sir Robert Hart.

On the other hand, my information is that the British Minister is completely opposed (personally) to the "easy solution." His view is altogether to separate the commercial negotiations proper from the present "peace" negotiations; for this purpose he desires that China be asked to provide the revenues for the indemnities by handing over the proceeds of certain existing revenues, viz: Salt, Native Customs, Rice Tribute, &c., up to the amount required for the service of the indemnity; this need not involve, in the first instance at any rate, direct foreign control over the administration of these revenues, though such control might be asked to enforce the required payments. The idea is, in fact, that under the stimulus of necessity the Chinese would themselves extract a sufficiency of revenue from these sources, in the same way as, under Sir Robert Hart's advice, they have extracted a sufficient amount from *lekin* revenue in certain provinces (in which provinces, and at whose expense, we need not go into at present), in order to elude the control which was contemplated when certain provincial *lekins* were included in the guarantee for the 1895 Loan. Sir Ernest Satow, I am told, is opposed to the raising of a "collectively guaranteed loan," his view being that the indemnity due to Britain should form a debt due to it by China, on which she would pay interest and amortisation until complete redemption; possibly this may be going too far as a representation of Sir Ernest's views, but any way his main point is to provide, if only temporarily, for the services of the indemnities without touching the big questions affecting foreign trade, so as to leave them to be dealt with carefully and deliberately on their own merits after the "peace" negotiations are over.

Plainly, I think we must all agree that this policy of the British Minister in which the Association should strenuously support, settles the indemnity question by a stroke of the pen imposing a 10 per cent. *ad valorem* duty in lieu of the existing tariff would mean giving away the only lever we have for obtaining redress of existing grievances as to *lekin*, Inland Navigation, &c., and to commit to the representatives of eleven Powers, most of which have no commercial interests worth speaking of, the settlement of commercial questions in which the future trade of China is involved, would be, on the part of Great Britain, simply suicidal. I would suggest to the Committee that we should take immediate action in this matter; we need not commit ourselves to any definite proposals as to how the service of the indemnity should be provided; that, perhaps, would be going beyond our province; we might, however, urge that pressure be brought to bear upon China to provide for the service of the indemnity out of existing sources of revenue, distinct from foreign trade, which under more careful and honest administration are known to be capable of adequate expansion; in any case the point upon which we ought to lay stress is that the actual and potential development of British trade should not be jeopardised by any hasty and ill-considered scheme of increase of the Customs Duties, which would merely aggravate existing anomalies, and deprive us of the only lever for extracting from the Chinese the redress of grievances which hamper both the productivity of the Empire, and the growth of foreign trade and shipping. We might add also that the present Conference of Ministers, in which representatives of Powers having hardly any commercial interests in China appear to have an equal voice, cannot be regarded as a satisfactory instrument for conducting complicated commercial negotiations, and that the British Government should therefore make every effort to keep such negotiations apart from future settlement by the leading commercial Powers as soon as normal conditions of Government have been restored in the country.

The matter is one which, though I think it calls for action as speedily as possible, ought to be considered in full committee meeting; a meeting to-day is impossible, and to-morrow, being mail day, is inconvenient; will the Committee meet at my office on Thursday at 3 p.m.?

It will, I think, be desirable to invite the Hongkong Committee to co-operate with us, and perhaps the Committee will agree in my sending a copy of this Memorandum to Hongkong by the out-going mail.

J. G. DUDON, Chairman.

Shanghai, 2nd April, 1901.

China Association,
Shanghai Branch, 8th April, 1901.
J. J. FRANCIS, Esq., K.C.,
Chairman, Hongkong.

DEAR SIR,
Confirming my letter of 3rd instant, I now beg to inform you that at a meeting of this Committee, held on 4th instant, it was decided to send the following telegram to the London Committee:—

"With reference to the indemnity there is every reason to believe that certain

powers propose an international guaranteed loan secured by the simple process of a drastic tariff increase strongest possible protest should be made against any hasty action in the treatment of the tariff thereby endangering development of trade and destroying any available lever for procuring redress of existing grievances. It should be urged that China be pressed to provide the service for the indemnity out of existing sources of revenue, which are known to be capable of adequate expansion under honest administration. Present conference of Ministers is eminently unsuited for the settlement of complex commercial questions in which several have no interest. England should use every effort to reserve such settlement by leading Commercial Powers later."

Trusting that your Committee will see its way to co-operate in this important matter,
I am, dear Sir,
Yours faithfully,
LEONARD KERR,
Secretary.

Hongkong & Shanghai Banking Corporation,
Hongkong, 20th April, 1901.
J. J. FRANCIS, Esq., Chairman,
China Association, Hongkong Branch.

DEAR SIR,
As requested by you to day we have wired our London Office as follows:—"Following wired at the request of China Association, Hongkong Branch. They fully concur in Shanghai wire 4th April. Urge strongest possible protest against increase tariff except on condition total abolition abuses inland revenues, *lekin*, &c."

Yours faithfully,
H. W. FRASER,
p. Sub-Manager.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

SIR,
It having been brought to the notice of this Chamber that a movement was in progress at Peking, favoured by certain of the Powers, to settle the question of the payment of the indemnity by China through a loan guaranteed by the Treaty Powers and secured by an increase of the Chinese Customs Tariff from 5 per cent. *ad valorem* to 10 per cent., the Committee lost no time in securing corroboration of the report, and then telegraphed to you as follows to-day:—"Chamber Commerce, London. Referring Chinese Indemnity, it is proposed by certain Powers to raise guaranteed loan secured by doubling Tariff. This Chamber most earnestly submit Government should on no account agree any increase existing Tariff unless accompanied by substantial redress grievances connected *lekin* and other inland taxation and satisfactory settlement question inland waters navigation."

"T. JACKSON, Chairman,
"Hongkong Chamber Commerce."
PRESIDENT,
London Chamber of Commerce.
3rd May, 1901.

The Committee are not opposed to the idea of raising the Chinese Tariff *per se*, but they entertain invariable objections to making such a concession without obtaining simultaneously the most absolute guarantee for the redress of existing maritime grievances and the abolition of irregular inland taxation. The motive of the Tariff should be regarded as the *quid pro quo* for the abolition of *lekin*, the merging of the native-managed into the Foreign Customs and their collection by the staff of the Imperial Maritime Customs, together with the permanent removal of the numerous inland barrier stations at which such duties are now collected on imports until they reach the point where the burden of taxation renders them uncollectable. If any increase of the Tariff is considered before the questions connected with collection are satisfactorily settled, there will be no chance of obtaining such settlement, for we shall have parted with our most cogent argument in advance. The difficulties in the way of the realisation of our demands are already sufficiently great; the provincial officials will strenuously oppose the abolition of *lekin* and the barrier duties, which have for many years been their main source of revenue, and they will only yield on its being shown that this loss will be made good to them out of the increased Customs revenue.

The danger that now menaces commercial interests in that those Powers whose sea-borne commerce is so very limited scale are distinguished by the fact that they are not likely to serve to secure the prompt payment of the indemnity claimed by them from China. They can view with some satisfaction more equanimity the diversion of some of this traffic overseas in consequence of the enhanced duties, especially if it passes through their territory, and this equanimity will not be disturbed by the consideration that the bulk of the increase in the Chinese Tariff will have to come out of the pockets of Anglo-Saxon and German merchants and manufacturers.

In view of these facts, therefore, and the certain fact that in reference to the Chinese methods of taxation must be made prior to the increase of their Tariff, I beg to urge upon your Committee the necessity of an early and energetic appeal to the Foreign Office to stand firm against any and all attempts to come to a premature and disastrous arrangement with regard to payment of the indemnities. So far as the Treaty Powers interested in the sea-borne commerce with China are concerned, they would prefer to wait indefinitely for their indemnity rather than barter away the prospects of future trade for the sake of the prompt conclusion of the settlement.

Trusting that your Committee will fully appreciate the urgency of the question and its important bearing on trade with China,
I am, Sir, yours faithfully,
T. JACKSON, Chairman.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

SIR,
I beg to acknowledge receipt of your letter of the 25th ult., transmitting copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch, relative to the question of the revision of the Chinese Tariff, and expressing the hope that this Chamber will co-operate with the Association in endeavouring to prevent any settlement of the question in the direction of increasing the Tariff without first securing guarantees for the abolition of the abuses connected with the collection of duties.

In reply, I am instructed to enclose, for the information of your Committee, copy of a telegram despatched to-day to the London Chamber of Commerce and of a letter sent to-day to the Foreign Office.

China Association,
Shanghai Branch, 8th April, 1901.
J. J. FRANCIS, Esq., K.C.,
Chairman, Hongkong.

DEAR SIR,
Confirming my letter of 3rd instant, I now beg to inform you that at a meeting of this Committee, held on 4th instant, it was decided to send the following telegram to the London Committee:—

"With reference to the indemnity there is every reason to believe that certain

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LATE TELEGRAMS.

THE WAR IN SOUTH AFRICA.

Calcutta, 22nd April.
RECENT CASUALTIES.

The recent casualties for South Africa are as follows:—

12th April: killed, Major Twyford, 1st Royal Scots.

14th April: severely wounded, Captain Spottiswoode, 7th King's Royal Rifles. Died of phthisis, Lieutenant Lovey, Roberts' Horse.

15th April: slightly wounded: accidental, Lieut. Borge, 9th King's Royal Rifles; slightly wounded, Capt. Burrow, 2nd Royal.

17th April: killed, 2nd Lieut. the Honourable A. Macdonald, 9th Lancers, Capt. Stapleton Bretherton, Imperial Yeomanry.

The following prisoner has been released, Lieut. Wolsey, 1st East Lancashire; he was severely wounded, but no date is given of the occurrence.

Capt. Daly, 4th Burma Battalion, died at Conoor yesterday of stopping of the heart's action.

Calcutta, 23rd April.

ROYAL INDIAN MARINE THANKED.

The Government of India has formally expressed to the Director of Royal Indian Marine their cordial acknowledgments of the ability and energy displayed by him in making arrangements for the despatch of troops to South Africa in 1899 and 1900, and have requested that their thanks be conveyed to the other officers also.

London, 24th April.

BOERS ASSIST POLICE.

25 surrendered Boers co-operated at Stenderfontein with the police in surprising the Boers at Newdenmark; three were captured.

FLAQUE RIOT AT CAPE TOWN.

An affray has taken place at Capetown between the police and the Malays, who were resisting the removal of a plague contact. The removal has been deferred.

GENERAL NEWS.

ARMY MATTERS.

London, 23rd April.
The report of the Inspector General of Recruiting for 1900 states that 49,260 Regulars and 37,858 Militia were recruited, but despite the war the recruiting for the infantry had not met the demand, the men preferring the more showy branches of the service.

24th April.

The papers in commenting on the Recruiting Report dwell upon the necessity for increasing the attraction of soldiering financially and otherwise, or else an increase in the Army is impracticable.

SOMALILAND.

London, 23rd April.
The Opeian Somaliland expedition reached its objective on the 7th inst. One chief surrendered and another was killed. British authority has been restored. Ras Makonnen has conferred with Major Hanbury Tracy and Mr. Cobbold as to the final arrangements for a joint campaign against the Mad Mullah.

SHIPPING NEWS.

London, 24th April.
The House of Commons have resolved to appoint a Select Committee to enquire into the system of subsidies to Foreign Steamship Companies and its effect on British trade. Mr. Gerald Balfour in reply to a question said that the Foreign Office was considering the question of a direct service to Zanzibar.

CENSUS OF MELBOURNE.

London, 24th April.
The population of Melbourne now stands at 493,956, being an increase of 2,136.

POLICE COURT.

Tuesday, 8th May.

BEFORE MR. HAZELARD.

GAMBLING RAID.

Eight Chinamen, all of the respectable class, were brought up by C.D.I. Hanson for gambling. The first and second defendants were charged with unlawfully being the keepers of a common gaming-house at 121, Des Vaux Road, and 61, Connaught Road, on the 4th inst., the rest with unlawfully playing in the above-mentioned gaming-house on the same date. The fourth defendant was absent, being indisposed. Mr. Hastings appeared on behalf of the defendants.

Two Chinese detectives gave evidence as to the arrest, and were cross-examined by Mr. Hastings.

Inspector Hanson said at 8 p.m. on the 4th inst. he went to house No. 121, Des Vaux Road, and going up the staircase and along a passage in the direction of the Praya, he entered the third floor of 61, Connaught Road. Immediately before entering the room he heard calls of "Don't move; sit down." Witness told the defendants to be quiet and sit down. He saw in the centre of the room a round table, and the defendants were seated at it. On the table were dominoes, some small Chinese beads, and ordinary snuff buttons. Witness then described how defendants were seated, etc., and the case was adjourned till 10.30 a.m. this morning, bail being—first and second defendants, \$300 each, and each of the others \$25.

THE CHARGE AGAINST INSPECTOR'S MILLS.

Sanitary Inspector Mills was brought up on remand and charged that he, on 5th April, unlawfully did kill and slay one Wong Kam Lee.

Mr. Hays prosecuted, and the defendant, who has already pleaded not guilty, was defended by Mr. Reece.

Dr. Thomson was examined and said—On the 30th April I was called in to examine at the public mortuary the body of Wong Kam Lee, which was identified in my presence by Wong Kee and Wong Sam. There was a bruise on the right side of the head, with one or two slight cuts, and a depressed fracture of the frontal bone and right parietal bone. I am of opinion the cause of death was shock, due to concussion of the brain, resulting from a fall from a height. There were no other injuries on the body.

By Mr. Reece—Falling from the top of a house would account for the injuries I have described.

Wong Sam, a private ricksha coolie, 2, George Lane, said there were twelve men staying with him—rickshas and chair coolies. On the night of 29th April he slept on the roof, going up there at eight o'clock in the evening. He was the first to go on the roof, no one going there when he went up, nor when he went to sleep. He was awakened by receiving a blow with a stick from the defendant; the clock tower was just striking five. Witness noticed then that there were three others on the roof besides the defendant—Wong See, Wong Tui and Wong Kam Lee. They were all sleeping, and lying near the side of the roof, Wong Kam Lee, the defendant, being nearest to the edge.

The defendant, after he struck witness, assaulted Wong See and the deceased, the latter falling down. Witness could not say how many times the defendant struck Wong Kam Lee. The deceased fell down the smoke-hole, and the defendant went downstairs into the ground floor of house No. 2, George Lane, looked at the deceased, and saw he was in a dying condition. The defendant went to the police station, and witness followed him. The defendant spoke to the inspector on duty, but witness did not know what was said. Witness was the first to report the matter to the police, which was after five o'clock.

By Mr. Reece—He did not know the name of his employer. Witness was a Haiphong man. The other coolies were all Haiphong men living on the second floor, which was a common lodging-house. The name of the keeper was Wong Yee. Witness was quite sure the license was in the name of Wong Yee, and was for twelve persons. During the two years witness had been living there, he had never seen more than twelve on that floor between 11 p.m. and 5 a.m. or any other time. There had never been any gambling there. On the morning of the 30th April the defendant arrived at 5 o'clock. There was an interpreter with the defendant, and witness knew the man, but not his name. There were four coolies, including witness, sleeping on the roof that night. He did not know how many there were sleeping on the second floor. When he woke up the other three men on the roof were fast asleep. There was a ladder from the second floor up to the roof, and also a manhole from the roof. The interpreter did not go up till after the deceased fell. Witness saw the interpreter go on to the roof, but he did not know if he had anything in his hand or not. Witness could not see the roof from the bottom of the ladder. It was not light at 5 a.m. that morning, in fact, it was quite dark. Witness was one foot from Wong See, and about two feet from Wong Kam Lee. The defendant only struck witness once. There was no noise before he was struck. Witness did not hear anyone call out. "The inspector is coming," either before or after he awoke. Witness did not call out when he was struck, neither did Wong See. Witness did not know how many times the deceased was struck, but he could see when he was struck. Deceased was struck on the back. Witness could not see what kind of a stick, but he could not say what kind of a stick. There was no parapet to the roof, and deceased was sleeping close to the edge, and fell down into the yard. The defendant went down to see him. After seeing him, the defendant immediately went and reported the matter to the police. The other witness had a look he followed the defendant. Defendant was the first to speak at the police station.

By Mr. Hazeland—Witness was present at the public mortuary on the 30th April, and identified the body of the deceased.

Wong Tui was then called and sworn. By Mr. Hays—Witness came to Hongkong on the 27th April. He went to reside at second floor of house No. 2, George Lane. He remembered the 29th April. He went to bed at 10 o'clock that night. He went on the roof to sleep, and he saw two men sleeping there. They were the last witness and deceased. He did not know if anybody else slept on the roof. Witness awoke on account of hearing a man falling down. Witness did not see the men fall, and when he woke up he saw Wong Sam and Wong See. There were only thirteen on the roof, including witness. Asked if he was sure on that point, witness said there were also an Englishman and another Chinaman on the roof. Witness said the Englishman was the defendant, after much beating about the bush. The Chinaman was the interpreter of the defendant. The defendant was carrying a stick, but nothing else. The witness was not struck with the stick, nor did he see anyone else struck with it. Witness did not see Wong Kam Lee when he woke up. He saw the deceased again down below, when he was dead. That was about half an hour after he heard the cry of "Man falling down."

By Mr. Reece—Witness had been in Hongkong before. He had only been away for one month. No. 2, George Lane (second floor) was a common lodging-house, but he did not know the keeper. The lodgers were all Haiphong men. Witness did not know how many men were there on the 29th April. He was far as witness knew there were only two men besides himself on the roof. When witness woke up he heard the words "The inspector is coming; he is striking people." He heard Wong Sam calling it out. He was quite sure of that. No one else was calling out. Wong Sam called out to the effect that his brother was falling over. None of the coolies came up from the second floor to the roof. Wong See did not call out at all. The Chinaman who followed the defendant was the interpreter. They both stood there and looked, but witness did not see the defendant strike anyone. There was not much light, and there was some at all on the roof. Witness was sure Wong Sam went down before the defendant, and the interpreter followed.

The hearing was further adjourned till this afternoon at 2.15 p.m., bail as before being allowed.

seated, being nearest to the edge. The defendant, after he struck witness, assaulted Wong See and the deceased, the latter falling down. Witness could not say how many times the defendant struck Wong Kam Lee. The deceased fell down the smoke-hole, and the defendant went downstairs into the ground floor of house No. 2, George Lane, looked at the deceased, and saw he was in a dying condition. The defendant went to the police station, and witness followed him. The defendant spoke to the inspector on duty, but witness did not know what was said. Witness was the first to report the matter to the police, which was after five o'clock.

By Mr. Reece—He did not know the name of his employer. Witness was a Haiphong man. The other coolies were all Haiphong men living on the second floor, which was a common lodging-house. The name of the keeper was Wong Yee. Witness was quite sure the license was in the name of Wong Yee, and was for twelve persons. During the two years witness had been living there, he had never seen more than twelve on that floor between 11 p.m. and 5 a.m. or any other time. There had never been any gambling there. On the morning of the 30th April the defendant arrived at 5 o'clock. There was an interpreter with the defendant, and witness knew the man, but not his name. There were four coolies, including witness, sleeping on the roof that night. He did not know how many there were sleeping on the second floor. When he woke up the other three men on the roof were fast asleep. There was a ladder from the second floor up to the roof, and also a manhole from the roof. The interpreter did not go up till after the deceased fell. Witness saw the interpreter go on to the roof, but he did not know if he had anything in his hand or not. Witness could not see the roof from the bottom of the ladder. It was not light at 5 a.m. that morning, in fact, it was quite dark. Witness was one foot from Wong See, and about two feet from Wong Kam Lee. The defendant only struck witness once. There was no noise before he was struck. Witness did not hear anyone call out. "The inspector is coming," either before or after he awoke. Witness did not call out when he was struck, neither did Wong See. Witness did not know how many times the deceased was struck, but he could see when he was struck. Deceased was struck on the back. Witness could not see what kind of a stick, but he could not say what kind of a stick. There was no parapet to the roof, and deceased was sleeping close to the edge, and fell down into the yard. The defendant went down to see him. After seeing him, the defendant immediately went and reported the matter to the police. The other witness had a look he followed the defendant. Defendant was the first to speak at the police station.

By Mr. Hazeland—Witness was present at the public mortuary on the 30th April, and identified the body of the deceased.

Wong Tui was then called and sworn. By Mr. Hays—Witness came to Hongkong on the 27th April. He went to reside at second floor of house No. 2, George Lane. He remembered the 29th April. He went to bed at 10 o'clock that night. He went on the roof to sleep, and he saw two men sleeping there. They were the last witness and deceased. He did not know if anybody else slept on the roof. Witness awoke on account of hearing a man falling down. Witness did not see the men fall, and when he woke up he saw Wong Sam and Wong See. There were only thirteen on the roof, including witness. Asked if he was sure on that point, witness said there were also an Englishman and another Chinaman on the roof. Witness said the Englishman was the defendant, after much beating about the bush. The Chinaman was the interpreter of the defendant. The defendant was carrying a stick, but nothing else. The witness was not struck with the stick, nor did he see anyone else struck with it. Witness did not see Wong Kam Lee when he woke up. He saw the deceased again down below, when he was dead. That was about half an hour after he heard the cry of "Man falling down."

By Mr. Reece—Witness had been in Hongkong before. He had only been away for one month. No. 2, George Lane (second floor) was a common lodging-house, but he did not know the keeper. The lodgers were all Haiphong men. Witness did not know how many men were there on the 29th April. He was far as witness knew there were only two men besides himself on the roof. When witness woke up he heard the words "The inspector is coming; he is striking people." He heard Wong Sam calling it out. He was quite sure of that. No one else was calling out. Wong Sam called out to the effect that his brother was falling over. None of the coolies came up from the second floor to the roof. Wong See did not call out at all. The Chinaman who followed the defendant was the interpreter. They both stood there and looked, but witness did not see the defendant strike anyone. There was not much light, and there was some at all on the roof. Witness was sure Wong Sam went down before the defendant, and the interpreter followed.

The hearing was further adjourned till this afternoon at 2.15 p.m., bail as before being allowed.

LIQUEURS.

ABSENTE 1.50
ANISSE 2.25 81.25
APRICOT BRANDY 3.00
BENEDICTINE, D.O.M. 3.00 2.00
BLACKBERRY BRANDY, French 2.25 1.25
Do, American 1.00 60
CHERRY BRANDY 5.00 3.00
CHERRY BRANDY 2.00 1.50
CHERRY BRANDY, Manhattan, Martini, Gin, &c. 1.00
CREME D'ABRICOTS 2.25
Do, de Cacao 2.25
Do, de Fraises 2.25
Do, de Mandarin 2.25
Do, de Menthe ...

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 8th May, 1901, at Noon, at their Sales Rooms, 1st Floor, 33 Bays of SILK COCOONS & Biggs BLACK INCENSE, TEA, TIN PLATES, a Quantity of AS-SORTED PAINTS, CIGARETTES, &c. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th May, 1901. [1210]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above ports TO-MORROW, the 10th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 9th May, 1901. [1211]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown, where each Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-MORROW.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 17th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 7th May, 1901. [1208]

NOTICE.

THE OFFICERS of the ROYAL WELCH

FUSILIERS will be AT HOME to their Friends (weather permitting), TO-DAY (THURSDAY), the 9th instant, from 3 to 6 P.M. at MURRAY BARRACKS, when a REGIMENTAL ASSAULT-AT-ARMS will take place.

Hongkong, 8th May, 1901. [1205]

CANDIDATES for POLICE in NAVAL YARD REQUIRED.

Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—

COMMANDER, H. M. Naval Yard.

Hongkong, 25th April, 1901. [1106]

WANTED AT ONCE by a Young Person a SITUATION as NURSE to a Child, or Maid to a Lady. Good Needlewoman and references.

Apply to—

"H," Care of Daily Press Office.

Hongkong, 7th May, 1901. [1188]

ASSISTANT WANTED by the ROBINSON PIANO CO., LTD.

Apply—

13, QUEEN'S ROAD.

Hongkong, 8th May, 1901. [1204]

HONGKONG HOTEL COMPANY, LIMITED.

ACTING SECRETARY WANTED for Six months from 1st July, 1901. Liberal terms to suitable man.

Apply by letter to

C. MOONEY, Secretary.

Hongkong, 3rd May, 1901. [1161]

NOTICE.

WE, the undersigned, hereby notify the public that the large farm, locally known as the TAI SHANG WAI, on the East Shore of DEEP BAY, near the village of CHUK US, between the villages of KAM TIN and SAN TIN, is the lawful property of the TANG FAMILY, who have been in possession for upwards of 200 years, and that unless the written consent of the TANG FAMILY is given, the public are warned against all impostors who are eager to Sell, Lease, or Mortgage the Property clandestinely without the knowledge of the Lawful Owners.

TANG TING LU 鄧廷樞

TANG WAN TAI 鄧運泰

TANG TIM SHUI 鄧添瑞

TANG HUNG YING 鄧洪英

TANG SIU TAI 鄧兆太

TANG MUN KWAI 鄧滿桂

Hongkong, 8th May, 1901. [1184]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901. [139]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE. Absolute Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES—

Loaded with Powder. Powder only. With 1 oz of Shot.

Primrose Cases \$5.65

Paganini Cases 6.25

Ejector Brass Cases 6.50

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO., Gunmakers.

Hongkong, 27th July, 1897. [189]

INSURANCES

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [39]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £14,409,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FREE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [29]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [132]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL, £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1512]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [131]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [194]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1822).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 1st August, 1900. [2794]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [439]

NOW READY.

FROM PORTSMOUTH TO PEKING VIA LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS—

From England to the Cape, and Crossing the Line—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Colenso)—Spion Kop—Vaal Krantz—Final Operations and Relief of Ladysmith—From the Cape to China—Naval Brigade in North China with the Allied Forces—The Relief of Peking—Summary of Siege—Appendix.

On Sale at "DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901. [784]

A. ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographs Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gump & Co.

Hongkong, 29th March, 1901. [787]

TO LET

TO LET.

A VERY spacious and well-ventilated EUROPEAN HOUSE with a Garden and Tennis Lawn, No. 37, ROBINSON ROAD, known as "FERNBUSH," containing 6 Rooms, Bath Room and Outhouse. Possession from 1st June, 1901.

Apply to—

TAM TZE KONG, 42, Bonham Street West.

Hongkong, 13th April, 1901. [1008]

TO LET. (From 1st April next).

TWO SPACIOUS GODOWNS, with Upper Floors for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BAY, CHAN'S BAY on M. Lot 248.

Apply to—

JOSEPH & CO., 1, Duddell Street.

Hongkong, 26th March, 1901. [1865]

TO LET.

FIRST FLOOR OFFICE, Central Position.

Apply to—

"CUACO," Care of Daily Press Office.

Hongkong, 8th May, 1901. [1200]

TO LET.

"RAVENSHILL EAST"

Apply to—

DEACON & HASTINGS, Hongkong, 24th April, 1901. [1085]

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 63, QUEEN'S ROAD CENTRAL.

Apply to—

ON CHAI & CO., 2nd Floor No. 62, Gage Street.

Hongkong, 16th January, 1901. [234]

No. 2, CAMERON VILLAS, THE PEAK.

TO LET, FURNISHED, from Middle of July to Middle of September.

Apply to—

H. W. BIRD, Messrs. Palmer & Turner.

Hongkong, 4th May, 1901. [1171]

TO LET.

From the 1st June.

UPPER FLOOR of HOUSE No. 166, QUEEN'S ROAD EAST.

Apply to—

N. MODY & CO., Hongkong, 8th May, 1901. [1181]

TO LET.

NOS. 2 & 5, RICHMOND TERRACE—Immediate Possession.

Apply to—

LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 2nd April, 1901. [612]

TO LET.

"RICHMOND HOUSE," 11, ROBINSON ROAD. Possession from May 1st.

Apply to—

L. T. M., Care of Office of this Paper.

Hongkong, 22nd April, 1901. [1079]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd May, 1901. [68]

TO LET.

TWO very spacious and well-ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, BATH ROOMS and OUTHOUSES, in MACDONNELL ROAD, on Inland Lot No. 1,599.

Apply to—

WANG LAP TING, No. 18, Queen Street, Hongkong, or to MOK MAN CHEUNG, Butterfield & Swire.

Hongkong, 18th March, 1901. [1063]

TO LET.

GODOWN in DUDDELL STREET from 1st June.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st May, 1901. [1148]

TO LET.

UNFURNISHED, from 1st June, No. 12, BELLIOS TERRACE.

FURNISHED, with Immediate Possession, The EYRE, PEAK.

For Particulars, apply to—

H. C. WILCOX, 8, Beaconsfield Arcade.

Hongkong, 1st May, 1901. [1144]

TO LET.

POSSESSION APRIL 1st.

No. 1, STEWART TERRACE.

Apply to—

J. W. NOBLE, Hongkong, 6th March, 1901. [661]

TO LET.

WITH IMMEDIATE POSSESSION.

No. 3, SEYMOUR ROAD.

Apply to—

S. B., Care of Daily Press Office.

Hongkong, 14th March, 1901. [740]

TO LET.

HOUSE at MOUNT KELLETTSUR, now in occupation of H. MATTHEWSON.

Apply to—

LINSTEAD & DAVIS, Hongkong, 27th March, 1901. [1876]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.

BRICK ROAD WEST, FALKLANDS, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900. [73]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. J. P. Patten's Hill.

Hongkong, 1st January, 1892.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY, the 11th May, 1901, at 2 P.M., at his Sales Rooms, Duddell Street.

A FINE COLLECTION OF CHINESE CURIOS, comprising—

BLUE and WHITE HAWTHORN JARS, 5 COLOURED VASES and JARS, SANG DE BEUC VASES, RED, BLUE and OTHERWISE DECORATED VASES, JARS and BOWLS, PEKING SNUFF BOTTLES, JADE ORNAMENTS.

Also

A FINE LOT of BRONZES of various designs and a quantity of EMBROIDERIES.

TERMS—Cash on delivery.

On View from Thursday, 9th May, 1901. Catalogues will be issued.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 7th May, 1901. [1180]

PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of

SATURDAY, the 11th May next.

Of the Yammat Police Station, where she now lies, the

PASSENGER STEAM LAUNCH "NAM CHOW," Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—

HUGHES & HOUGH, Auctioneers.

Hongkong, 30th April, 1901. [1140]

PUBLIC COMPANIES.

THE YANGTZE INSURANCE ASSOCIATION, LD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty per cent. being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cash at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Corporation, Shanghai, on and after this date to Shareholders of record on the 13th April, 1901.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class. Aer-
ated Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories.
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio de
Janeiro.

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A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c.; Devel-
opment Work, Amateurs. Requisites.

M. MUMBY, JAPANESE ARTIST.
Brilliant and Crayon Enlargements, and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wanchai.
Amateur's Requisites a Specialty.

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F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron. Mfrs.
climats; 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spears & Co.'s Commission.

TAILORS

E. HAUGHTON & CO.
Naval, Military and Court, 10, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1900. [104]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and FUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

POHOOMULL BROTHERS.
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Bags and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish PUMPS, OIL ENGINES, BOILERS,
STEAM ENGINES, LATHES, DRILL PRESSES,
PLANES, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted F.O.B. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [125]

SPORT AND ANECDOTE.

BY AN OLD FOOTER.

ATHLETIC SPORTS AT THE "VARSITIES."

The Battles of the Blues, which conclude with the Inter-University cricket match at mid-summer, are proceeding apace, and at the close of last week the great Metropolis was vastly excited over the meetings of Oxford and Cambridge on the cinder-path and the river. The Oxonians prevailed in both these contests, although the Light Blues made a splendid fight. The first athletic meeting between the sister seats of learning took place in 1864 at Christ Church ground, Oxford, and amongst the competitors on that occasion was R. E. Webster, who ran second to E. C. Garnett in a two miles steeple-chase, while in 1865 this same Webster in 4 mins. 44 secs. defeated the Earl of Jersey in the one mile. Again in the two miles his lordship was not placed, while Webster won in 10 mins. 28½ secs. If anyone looked at the massive figure of Lord Alverstone, the present Lord Chief Justice of England, they could hardly imagine him as the youthful miler who defeated the seventh Earl of Jersey, destined to become the Governor-General of New South Wales. Lord Alverstone, perhaps better known as Sir Richard Webster, has never lost his love for athletics and cricket. He is still the President of the Amateur Athletic Association, and has been an invaluable guide, philosopher, and friend to the Surrey Cricket Club. The first honorary secretary to the Inter-University sports was Mr. P. M. Thornton, who was among the beaten in the mile (1864), when the victor was the present Sir Charles Bennett Lawes, the sculptor. Mr. Percy Melville Thornton, who now divides his time between his parliamentary and literary duties, has like Lord Alverstone, never ceased to interest himself in many exercises, while he was for some time the honorary secretary to the Middlesex Cricket Club.

MR. C. N. JACKSON.

At the athletic carnival at the Queen's Club, West Kensington, Mr. C. N. Jackson, of Hertford College, Oxford, divided the duties of steward with Mr. Lees Knowles, M.P. Mr. C. N. Jackson is an Oxford institution. Descended from an old military family, he was born about 54 years ago at Simla. Educated in this country at Somerset College, Bath, he gained two scholarships at Magdalen Hall, and it is no exaggeration to say that he has had a great voice in transforming this hall into Hertford College, while during his long residence at Oxford—for he is still in this beautiful city—he has influenced some thousand of young gentlemen in favour of pure virile sports like running. Claude Nugent Jackson was third in the 120 yards hurdle race in 1865. Two years later, when the festival was for the first time removed to London, and decided on a cinder path, Mr. Jackson triumphed over the hurdles in 17.1.7 secs., his nearest opponent being three yards away. Moreover, it is not recorded that Mr. C. N. Jackson was the first man who ever covered the full 120 yards hurdle course in 16 secs. This he did on 14th November, 1865, on a damp day and a sudden turf. To fully appreciate the merit of his performance let me remind you that it was not until April, 1878, that S. Palmer, of Cambridge, equalled Jackson's record on the old Lillie Bridge ground, which is now covered with railway sidings. Then in turn Charles F. Daft, the nephew of Dicky Daft, the cricketer, D. D. Bulger, of Dublin, and Geoffrey Shaw, of the London Athletic Club, all achieved 16 secs., but no one could beat it in this country, although two Americans had done so. I well remember going to Stamford Bridge on July 6, 1895. It was a beautifully still afternoon. Nature was hushed, and the sun was not too powerful. The occasion was the annual championships of the Amateur Athletic Association. On that day Geoffrey Shaw won his heat comfortably in 16 secs., but about an hour later he triumphed in the final in 15.45 secs. W. J. Oakley, the Oxonian, whom I saw playing full-back for England against Scotland last Saturday, pushed Shaw along, with the result I have mentioned. When the 15.45 secs. went up to the time board there was a great cheer. "Gone at last!" said one of my neighbours, evidently referring to C. N. Jackson's figures which had been undisturbed on the British book of records for thirty years. Mr. Jackson was with two other Oxonians, Montague Shearman, the barrister, and Bernard Wise, the miler, mainly instrumental in establishing the Amateur Athletic Association, of which Mr. Jackson has been the honorary treasurer from 1880 until the present hour. As a "coach," barrister, senior tutor, proctor, and examiner at Oxford, Jackson, or "Jacky" as I say, a celebrity. At the sports this year his figure was as erect as ever, and with walking-stick in hand he was ever directing some operation or other. For four years Lees Knowles took part in the University sports, and in 1873 was president of the Cambridge Athletic Club, but I am not aware that he ever won a race at Lillie Bridge, the rendezvous in the seventies. He was fond of long-distance running, and to this day takes a very keen interest in many kinds of sports. It is well to see these good men and true of the olden days encouraging the present generation.

LONG DISTANCE RACES AT THE "VARSITIES."

We have been chatting considerably in our informal way about long distance runners. I was much struck by two such wins at the last University Sports. Thus F. G. Cockshott, of Trinity, Cambridge, carried off the one mile in 4 min. 26.4.5 sec. He ran with rare judgment, and sprinted the last 80 yards in nice style. As Cockshott won last year in 4 min. 23.3.5 sec., he is evidently a runner of some class. For instance, from 1864 to 1894 no one beat Cockshott's time last week at any of the University sports, until G. E. H. Pratt put up 4 min. 26.2.5 sec. But then we rush on the modern era when we find Mr. F. J. K. Cross and the Rev. W. E. Lutyns each winning four years in succession and each beating 4 min. 30 sec. every time. Indeed, the record for these meetings is held by the Rev. W. E. Lutyns, who was at the sports in 1894 in 4 min. 10.4.5 sec., and I may say that this has very seldom been beaten by any amateur. Young Cockshott is a very sparsely-built athlete of medium height, and has evidently a reserve of strength about him somewhere. H. W. Workman, the Cambridge President this year, is an old Repton boy, and was famous for his stamina when at school. He first gained distinction in this way at the Public Schools Championship meeting, which the London Athletic Club tried to establish at Stamford Bridge. Since then Workman has been the legitimate successor to F. S. Horan at Cambridge. He first ran at the "Varsities" reunion in 1898, when he was the "Varsities" reunion in the three miles, but ever since that date he has made this event his own, for he triumphed in 1899 in 15 min. 32.3.5 sec., and in 1900 in 15 min. 1.2.5 sec., while this year he was for two miles and a half taken along by F. H. Jarvis-Smith, of Mr. C. N. Jackson's college, Hertford—and accomplished 14 min. 58 sec.—which is fast indeed when one considers the cold air and the strong north-easterly wind which prevailed. It was a proud day for Workman, as Jarvis-Smith was expected to trouble him, and he did; but when Workman wanted to leave him, he ran away just like he did from C. K. Palmer, of Yale, when they met on the same ground on July 22, 1899. That was the great day of Workman's life, for that victory won the match for Oxford and Cambridge against Yale and Harvard. Then his fellow-students carried him shoulder high to the dressing-room and cheered themselves hoarse.

THE VICTORY OF OXFORD ON THE CINDERS.

One might be tempted to think from the preceding observations that Cambridge won the athletic contests this year, but as a matter of fact Oxford were the victors by six events to four. When the Dark Blues took premier honours in five successive contests the competition was practically all over, though there was just a chance for Cambridge to draw if they gained the judges' state in the last two events. However, they lost one of these, the long jump, just when they looked like gaining an unexpected victory. For some time G. W. F. Kelly, of Oxford, who won last year with 21 ft. 8 in., was leading with 20 ft. 7 in. Then G. Wiles, a little little spectacular youth from Cambridge, went one inch further! It looked as if Cambridge would win by an inch and so draw the sports, for Workman was generally thought invincible over three miles. Oxford had their last jump, and by a supreme effort L. J. Cornish cleared 21 ft. 6 in., which placed the issue of the battle beyond all doubt. L. J. Cornish and E. E. B. May each won two events for Oxford. Cornish is the Old Merchant Taylor's schoolboy who won the 100 yards in 10.3.5 secs. and the quarter-mile in 52.2.5 secs. in the English Public Schools championship, during April, 1898. Strangely enough Cornish was the victor in the quarter-mile at this University sports meeting in 52.4.5 secs., generally considered poor time, but it must not be forgotten that the day was dreadful for fast times, that he went very wide at all the turns, and finished the race on the outside. The records for the inter-University sports so far as I can calculate are: 100 yards, 10 secs.; 400 yards, 42.3.5 secs.; one mile, 4 min. 19.4.5 secs.; three miles, 14 min. 59.2.5 secs.; 120 yards' hurdle, 16 secs.; long jump, 23 ft. 5 in.; high jump, 6 ft. 2½ in.; throwing the hammer, 138 ft.; putting the weight, 27 ft.; and the mile, 1 min. 53.3.5 secs.—figures which as a whole are a credit to our English Universities.

THE TRIUMPH OF OXFORD ON THE THAMES.

The Oxford and Cambridge boat-race this year was even a grander contest than the athletic festival produced, for after rowing from Putney to Mortlake—four and a quarter miles—Oxford won by two feet. There is no doubt that Oxford were the better crew, but their advantage was neutralized by the fact that the Cantabs won the toss for choice of station, with the result that the rival blues rowed nose and nose all the way. The Oxford boat may not have been the best adapted to the water, but the men from the banks of the Isis could not have had a better stroke-our than R. Calne-Seymour, of New College. Although he could see that the Cantabs would make a great fight, he never altered his stroke from start to finish. His uniformity of striking was marvellous—and it was this which tended to wear the Light Blues down more than anything else. All praise to Calne-Seymour. Honour to whom honour is due, for the Oxford coxswain, G. S. MacLaren, held on a splendid course, while E. A. O. A. Jamieson, the Cambridge steersman, was somewhat erratic, which means a great deal when the issue is reduced to a matter of two-fifths of a length. By the way, I heard at the race that Dr. Warre, the old Blue, is the father of the Mr. F. W. Warre, the Balliol man in the Oxford boat, but I unfortunately made a mistake in mentioning Dr. Warre as appointed Bishop of Calcutta. This was Dr. Weldon, of Harrow.

ENGLAND V. SCOTLAND—HONOURS EASY.

The England v. Scotland match at Association football ended in a drawn battle of two goals each. The Strons, aided by the wind, led by a goal at half-time, scored by Fred Blackburn, of the Blackburn Rovers. It was a dubious point, however, and personally, I thought Blackburn was offside. At the end of eight minutes in the second half John Campbell, of the Celtic, equalised, while Hamilton luckily headed a second goal. The prospect was black indeed for England, when Blower took advantage of a great mistake by Drummond, the Scotch back, and by a single-handed master stroke made the scores two-all. The match did not introduce us to any novelty, and the players need not be discussed in detail. The Scotch forwards were brilliant—and the same may be said of the English half-backs. I am not so sure of the loomer, of Derby

County, was not the best man on the field. At any rate, he was the only one who created a sensation. England thus became the champion country under the Association code for 1901. London, 6th April.

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SWATOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	—	T. Ogata	MITSUBI BUSSAN KAISHA	To-morrow, at 5 p.m.
TAMSUI via SWATOW & AMOY	DALIN MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 11th inst., at 4 p.m.
MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
MANILA	ESMERALDA	Brit. str.	—	G. T. Blackland	JARDINE, MATHESON & CO.	On 11th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	R. G. Olfert	DAVID SASSOON, SONS & CO.	On 11th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	P. Brunica	CARLOWITZ & CO.	On 24th inst., at Noon.
SINGAPORE, PENANG & BOMBAY	BIAGNO	Ital. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.

May 7, ZAVIRO, U.S. despatch-boat, from Manila.
 May 8, DR. HANS JERS KILKE, Norw. str., 891, H. Larsen, Newchwang 30th April, Bears.—CHINESE.
 May 8, GLENFALLOCH, British str., 1,484, R. S. Bainbridge, Singapore 2nd May, General.—CHINESE.
 May 8, HAIJUN, British str., 830, W. J. Davis, Foochow 5th May, Amoy 6th and Swatow 7th, General.—DOUGLAS LARRAIE & CO.
 May 8, HOIHAO, French steamer, 539, Morlees, Fakhani, Hoihow 7th May, General.—A. R. MARTY.
 May 8, DAIJIN MARU, Japanese str., 809, Ogata, Tamsui, Amoy and Swatow 7th May, General.—M. B. KAISHA.
 May 8, MAURAND, British str., 1,043, Walsh, Sandakan 2nd May, Timber.—JARDINE, MATHESON & CO.
 May 8, CARLEISLE CITY, British str., 3,002, A. L. Paterson, San Francisco 5th Feb. and Moji 3rd May, General and Coal.—BUTTERFIELD & SWIRE.
 May 8, SARNIA, German str., 2,052, T. Pastow, Saigon 4th May, Rangoon 5th May, R. W. Gimblett, Calcutta 25th April.
 May 8, LERNE, Chinese steamer, 926, Kirk, Canton 8th May, General.—CHINESE.

CLEARANCES.

AT THE HONOURABLE MASTER'S OFFICE.
 8TH MAY.
 Hailan, French str., for Hoihow.
 Michael Eden, German str., for Hoihow.
 Phranay, German str., for Bangkok.
 Hitachi Maru, Japanese str., for Kobe.
 Hailan, British str., for Swatow.

DEPARTURES.

May 8, ARTHUR, British str., for Woosung.
 May 8, FLANDRIA, German str., for Canton.
 May 8, KACHIDATE MARU, Japanese str., for Kachidate.
 May 8, TAIJIN MARU, Jap. str., for Moji.
 May 8, ANPING MARU, Jap. str., for Swatow.
 May 8, TAIHUN, Amr. str., for Shanghai.
 May 8, ELISA, German str., for Canton.
 May 8, HAILONG, British str., for Swatow.
 May 8, MACHEW, German str., for Bangkok.

VESSELS IN DOCK.

ADRIEN DUCKS.—U.S.S. Benington, Lung King, Hanchow, Compensat. de 2400 tons, Sigsbee, Argus, Albatross, Hongkong, Contrivance, Nauchang, Dragon.
 COSMOPOLITAN DOCK.—Colonie, Petriana, Quarta.

SHIPPING REPORTS.

The British steamer *Changsha*, from Sydney 11th April, and Manila 4th May, had light winds and fine weather throughout the entire passage from America.
 The British steamer *Hailan*, from Foochow 5th May, Amoy 6th and Swatow 7th, had light easterly winds, smooth sea and fine weather to Amoy and Swatow. From Swatow light southerly and heavy rain to Breaker Point; thence to port moderate S.W. wind and fine, cloudy weather. Vessels in Amoy—U.S. gunboat *Concord*, French cruiser *Franco*, Japanese warships *Sumi* and *Idzumi*, str. *Iryu*, *Sabine*, *Richer* and *Fushun*, in Swatow—*Lohang*, *Hoihow*, *Pechili* and *Taitai*.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
 "YUENSANG,"
 Captain Relfe, will be despatched as above on SATURDAY, the 11th inst., at 4 p.m.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 8th May, 1901. [1203]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
 "FLANDRIA,"
 Captain Drowes, will be despatched for the above port on SATURDAY, the 11th inst., at 5 p.m.
 This steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 8th May, 1901. [1208]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship
 "CATHERINE APCAR,"
 Captain J. G. Olfert, will be despatched for the above ports TO-DAY, the 9th inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 8th May, 1901. [1168]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
 "GUTHRIE,"
 Captain McArthur, will be despatched for the above ports TO-DAY, the 9th of May, at 5 p.m.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 15th April, 1901. [1027]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship
 "ESMERALDA,"
 Captain G. T. Blackland, will be despatched as above TO-MORROW, the 10th inst., at 5 p.m.
 This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 7th May, 1901. [1189]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
 Proposed sailings from Hongkong:
 "PERDENE" 10th May
 "AFRIDI" 24th May
 "HILLGLEN" 14th June
 "LOWTHER CASTLE" 30th June
 "HEA-HURN" About 17th July.
 * Calling at MANILA and CEBU.
 For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong, 6th May, 1901. [1193-878-1194-988]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG.)
 FOR NEW YORK via SUEZ CANAL.
 THE full-powered Steamship
 "ASTORIA,"
 Captain Ostermann, will be despatched for the above port on or about 10th May.
 For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 2nd May, 1901. [1018]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.
 THE Company's Steamship
 "DAIJIN MARU,"
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 12th inst.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 6th May, 1901. [17]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at NOON.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at NOON.
N. Tate	HAMA	NOON.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Lines.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 20th April, 1901. [13]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE & HAMBURG (Calling at Singapore)	On 21st May Freight.
SEGOVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 31st May Freight.
WITTENBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th June Freight.

For further particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 Hongkong, 30th April, 1901. [1051]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	{BENGAL S. Barham}	About 10th May	Freight or Passage.
LONDON, &c.	{BALLAARAT C. T. Denny}	Noon, 11th May	See Special Advertisement.
MARSEILLES AND LONDON	{CANTON C. F. Lockstone, R.N.R.}	About 18th May	Freight or Passage.

For Further Particulars, apply to
 H. A. RITCHIE,
 Superintendent.
 Hongkong, 24th April, 1901. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 15th May
PREUSSEN	WEDNESDAY 15th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 18th May
SACHSEN	THURSDAY 18th May
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 18th May
BAYERN	THURSDAY 18th May
STUTTGART	THURSDAY 18th May
KONIG ALBERT	THURSDAY 18th May
PRINZESS IRENE	THURSDAY 18th May
PRINZ HEINRICH	THURSDAY 18th May
PREUSSEN	WEDNESDAY 16th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 16th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 16th October
BAYERN	WEDNESDAY 16th October

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th May, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 14th May, and Passes will be received at the Agency's Office until Noon on TUESDAY, the 14th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 2nd May, 1901. [9]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Panton	May 28th
BRANHAM	3,601	W. Watt	June 7th
GLENOCLE	3,750	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma, Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Delta and St. Michael. Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 7th May, 1901. [17]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATIONS.)

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.
 "EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th June, 1901.
 "EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the journey passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows—
 "ATHENIAN" 3,982 Tons. Comdr. H. Mowat. About 24th May.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder's Street.
 Hongkong, 27th April, 1901. [10]

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	TO
GLASGOW and LIVERPOOL	"MACHAON"	On 11th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
FOR	HOMEWARDS	TO
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 17th May.
LIVERPOOL	"MACHAON"	On 11th June.
(Taking Cargo at London Rates)	"PYRRHUS"	On 10th May.
LIVERPOOL, Direct	"ULYSSES"	On 18th May.
(Taking Cargo at London Rates)		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	TO	TO
SHANGHAI	"WHAMPOA"	On 9th May.
MANILA	"SUNGKIANG"	On 10th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 14th May.
AMOI	"WOOSUNG"	On 14th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th May, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE AND ROME) UNITED COMPANIES.STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLED.

Taking Cargo at through rates to PENANG, GULF and BAGDAD, also BANGKOK, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain P. Brusca, will be despatched as above on SATURDAY, the 11th May, at Noon.
At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 7th May, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"BALLARAT,"
Captain C. T. Denby, R.N., carrying His Majesty's Mails, will be despatched from this for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to
H. A. BISHOP,
Superintendent.

Hongkong, 28th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR SWATOW, AMOI, AND
TAIWAN.

THE Company's Steamship

"AKASHI-MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BISSAN KAISHA,
Agents.

Hongkong, 1st May, 1901.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUZ, PORT
SAID, PLYMOUTH AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"GISELA,"
Captain M. S. will be despatched as above on WEDNESDAY, the 15th May, at Noon.

For information as to Passage and Freight, apply to
FANDER, WILHELM & CO.,
Agents.

Hongkong, 25th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOCHOW, SWATOW, AND
AMOI.

THE Company's Steamship

"ANPING-MARU,"
Captain S. Arai, will be despatched for the above ports on WEDNESDAY, the 22nd May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BISSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPPIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, RIO GRANDE and NORTHERN and PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct routes.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services; and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Catherine, Amr. ship, 1,730, Offert, May 3, David Sassoon, Sons & Co. Changsha, British str., 1,463, Moore, May 7, Butterfield & Swire. Cimbric, Danish str., 1,355, Hansen, May 4, Melchers & Co. China, German steamer, 1,113, Voss, May 6, East Asiatic Trading Co., Limited. Claverdon, British str., 2,085, Parker, May 6, Order. Compania de Filipinas, Amr. str., 707, Orts, April 3, Brando & Co. Daijia Maru, Japanese str., 890, Ogata, May 8, M. B. Kaisha. Dr. Haus Jerg, Kinsar, Norw. str., 691, Larsen, May 8, Chinese. Emma Layken, Ger. str., 1,085, Schall, May 4, East Asiatic Trading Co., Limited. Empress of Japan, British str., 3,003, Pybus, May 7, C. P. R. Co. Esang, British str., 1,127, Tamplin, April 29, Jardine, Matheson & Co. Esmeralda, British str., 969, Blandin, May 7, Shevaan, Tomes & Co. Germania, Ger. str., 1,713, Bendixen, May 7, J. B. Kaisha. Glenfalloch, British steamer, 1,434, Bainbridge, May 8, Chinese. Glengyle, British str., 2,244, Darke, May 3, McGregor Bros. & Gow. Guthrie, British str., 2,338, McArthur, May 6, Gibb, Livingston & Co. Hallan, French steamer, 377, Merlees, May 6, A. R. Marty. Haiman, British steamer, 636, Davis, May 8, Douglas Lapsack & Co. Hangchow, British str., 999, Pearce, Mar. 21, Butterfield & Swire. Hatachi Maru, Jap. str., 6,172, Anderson, May 7, Nippon Yusen Kaisha. Holba, French str., 503, Merlees, May 8, A. R. Marty. Hongkong, French str., 862, Pannier, April 10, A. R. Marty. Hongkong Maru, Jap. str., 6,150, Filmer, May 7, Nippon Yusen Kaisha. Ircas, Chinese steamer, 820, Kirk, May 2, Chinese. Kinshu Maru, Jap. str., 2,399, Horton, May 2, Nippon Yusen Kaisha. Kong Beng, German str., 862, Fuchs, May 5, Butterfield & Swire. Macdonell, British str., 1,882, Clegg, May 7, Dodwell & Co., Limited. Maudslayi, British str., 1,643, Warsa, May 8, Jardine, Matheson & Co. Michael Jensen, Ger. str., 710, Jesson, May 6, J. B. Kaisha. Nanchang, Brit. str., 1,062, Finlayson, Apr. 23, Butterfield & Swire. Ohi, British steamer, 1,951, Pinkham, May 7, M. B. Kaisha. Petriana, British str., 900, Snape, Mar. 25, Arnold, Karberg & Co. Pharrning, German str., 1,021, Calder, May 3, Butterfield & Swire. Pyrrhus, British str., 2,281, Walker, May 5, Butterfield & Swire. Quarta, German str., 1,146, Johansson, May 7, Sander, Wieler & Co. Sandakan, Ger. str., 1,374, Brandstetter, April 29, Malchers & Co. Sarnia, German str., 2,052, Paetow, May 8, Siemens & Co. Simonsen, Dutch str., 1,818, Sandman, April 18, Chinese. Sunberg, German str., 732, Jesson, April 12, Siemens & Co. Sungking, British str., 1,021, Moore, May 5, Butterfield & Swire. Taisang, British str., 1,544, Bradley, May 7, Jardine, Matheson & Co. Taishan, British str., 1,122, Stovell, May 3, Bradley & Co. Triton, German str., 1,033, Chasen, May 5, Chinese. Whampoa, British str., 1,100, Laver, April 27, Butterfield & Swire. Witteberg, German str., 3,600, Hempel, May 7, Siemens & Co. Wuhu, British steamer, 1,300, Robt, May 4, Butterfield & Swire. Yuansang, British str., 1,123, Rolfe, May 7, Jardine, Matheson & Co. SAILING VESSELS. Adolph Obritz, Amr. ship, 1,262, Amesbury, Dec. 10, Standard Oil Co. Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co. Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30, Master. President, British bark, 766, Munro, April 3, Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

SPECIAL ANNOUNCEMENT!

FIFTY-TWO
SHORT
COMPLETE
STORIES
FOR 1901.

THERE are now appearing, weekly in the

HONGKONG DAILY PRESS a Series of

SHORT STORIES written by the leading

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Each story is copyrighted and is com-

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"RITA."

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ROMANIA is represented by a most pleasing

story; FRED WISHAW's clever novels have

been prescribed by the Russian Govern-

ment; the REV. S. BAIRD-GOULD is an ever

welcome old favourite; HOWARD PEARSE

is known as "The Northern Kipling"; H. J.

ASHCROFT is a new novelist of exceptional

promise; and JOHN FERGUS FRASER con-

tributes one of his strong stories. [316]

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A NEW MAP OF HONGKONG, KOW-

LOON AND ADJACENT TERRI-

TORIES showing the Boundary under the

New Convention, with the Towns, Villages, &c.

Prepared from Authoritative Sources and

Printed in Colours. Price 8d.

To be had at Messrs. KELLY & WALSH, Ltd.,

Daily Press Office.

Hongkong, 28th October, 1898. [82]

NOW READY.

THE

PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE

PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly & Walsh

or Daily Press Office.

Hongkong, 31st January, 1900. [128]

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., by the s.s. *Zaruaul*, will close at 3 p.m. on Friday, the 10th inst.

The *Bengel* with the English Mail of the 12th April, left Singapore on Sunday, the 5th inst., at noon, and may be expected here on or about Friday the 10th inst. This Packet brings replies to letters despatched from Hongkong on March 11th.

The *China*, with the American Mail of the 17th ult., left Yokohama on Wednesday the 8th inst., at daylight, and may be expected here on or about Thursday the 10th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton, Singapore and Bangkok.	Hankow	Thursday, 9th, 7.30 A.M.
Shanghai.	Phranang	Thursday, 9th, 8.00 A.M.
Swatow and Amoy.	Koukang	Thursday, 9th, 9.00 A.M.
Wahaiwei.	Wangpang	Thursday, 9th, 9.00 A.M.
Singapore, Penang and Calcutta.	Sabine Richmers	Thursday, 9th, 11.00 A.M.
Shanghai.	Bentley	Thursday, 9th, Noon
Swatow.	Heungshau	Thursday, 9th, 2.00 P.M.
Shanghai.	C. Apcar	Thursday, 9th, 2.00 P.M.
Singapore.	Irene	Thursday, 9th, 3.00 P.M.
Shanghai.	Emma Layken	Thursday, 9th, 3.00 P.M.
Singapore.	Kuonwang	Thursday, 9th, 3.00 P.M.
Taiwan.	Wittenberg	Thursday, 9th, 5.00 P.M.
Shanghai, Kobe and Yokohama.	Outhrie	Thursday, 9th, 4.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.		
Hongkong.	Germaria	Thursday, 9th, 4.00 P.M.
Amoy.	Glenfalloch	Thursday, 9th, 3.00 P.M.
Canton.	Panau	Thursday, 9th, 5.00 P.M.
Kobe and Yokohama.	Hilachi Maru	Thursday, 9th, 5.00 P.M.
Canton.	Honam	Friday, 10th, 7.30 A.M.
Bangkok.	Kong Beng	Friday, 10th, 1.00 P.M.
Manila.	Sungking	Friday, 10th, 1.15 P.M.
Manila.	Heungshan	Friday, 10th, 3.00 P.M.
Kumchuk and Samahui.	Tungsheng	Friday, 10th, 4.00 P.M.
Manila.	Emeralda	Friday, 10th, 10.00 A.M.
Singapore, Penang and Bombay.	Bisago	Saturday, 11th, 10.00 A.M.

Europe, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Bullaurat	Circulars, 9.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers, 10.30 A.M. Letters, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Kinsitu Maru	Saturday, 11th, 3.00 P.M.
Shanghai.	Flandria	Saturday, 11th, 4.00 P.M.
Manila.	Yuenang	Saturday, 11th, 5.00 P.M.
Swatow, Amoy and Tamsui.	Dajin Maru	Tuesday, 14th, 4.00 P.M.
Kobe and Yokohama.	Changsha	Tuesday, 14th, 4.00 P.M.
Amoy and Shanghai.	Woosung	Wednesday, 15th, 4.00 P.M.

Europe, &c., India via Tuticorin. (Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)	Prinz Heinrich	Circulars, 9.45 A.M. Registration, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters, 10.45 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Empress of Japan	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters, 10.45 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Hongkong Maru	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.

TO-DAY.

Sale, Miscellaneous Goods, Sales' Rooms, Messrs. Hughes and Hough, noon.

Officers of the R. W. F. At Home, Murray Barracks, 3 to 6 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	Wednesday, 8th May.
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, 4 months sight	111 1/2
ON PARIS.—	
Bank Bills, on demand	240
Credits, at 4 months sight	240
ON GERMANY.—	
Bank Bills, on demand	202
Bank Bills, at 30 days sight	202
Bank Bills, at 60 days sight	202
Bank Bills, at 90 days sight	202
ON CALCUTTA.—	
Bank, on demand	147 1/2
Telegraphic Transfer	147 1/2
ON SHANGHAI.—	
Bank, at sight	72 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.—	
On demand	21 p.m.
ON MANILA.—	
On demand	21 p.m.
ON SINGAPORE.—	
On demand	1 p.m.
ON BATAVIA.—	
On demand	118
ON HAIIPHONG.—	
On demand	21 p.m.
ON SAIGON.—	
On demand	2 p.m.
ON BANGKOK.—	
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$10
GOLD LEAF, 100 fine, per tael	\$51.65
BAR SILVER, 100 fine	27 1/2

OPTION.

Quotations are:—	Allow 10 net to 1 catty.
Malva New	\$840 to \$850 per picul.
Malva Old	\$840 to \$850
Malva Older	\$860 to \$870
P. P. per wrapped	\$320 to \$330
Peruvian fine quality	\$850 to \$860
Peruvian extra fine	\$860 to \$870
Patna New	\$845 to \$855
Patna Old	\$845 to \$855
Bonares New	\$860 to \$870
Bonares Old	\$860 to \$870

VESSELS EXPECTED.

THE ENGLISH MAIL.	
The P. & O. steamer <i>Bengel</i> left Singapore for this port on the 5th inst., at noon, with the outward English mail, and is due here on the 10th inst., at about 5 a.m.	
THE GERMAN MAIL.	
The Imperial German mail steamer <i>Hamburg</i> , carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 5th inst., p.m., and may be expected here on or about Tuesday, the 14th inst.	
THE AMERICAN MAIL.	
The P. M. steamer <i>China</i> , with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port on Wednesday morning, the 6th inst., via Inland Sea, Kobe, Nagasaki, and Shanghai.	
The O. & O. steamer <i>Doris</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.	
THE CANADIAN MAIL.	
The C. P. R. steamer <i>Empress of China</i> left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.	
THE JAPANESE MAIL.	
The C. & O. steamer <i>Bengel</i> left Moji on the 2nd inst., p.m., and is due here on or about 8th inst.	



AT THE
ROBINSON PIANO CO., LD.
QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1901.

NOTICE.
TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI, go to THE AMERICAN HOUSE, Where good European Accommodation can be obtained at Yen 3 per day.
Address: NISHI HON-MACHI, FUKUOKA, Moji, 17th January, 1901.

JOINT STOCK SHARES.

STOCKS.	No. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	\$123 1/2	\$123 1/2
Bank of China & Japan, Ltd.	100,000	\$25	\$25
Do. Defered	100,000	\$25	\$25
National Bank of China, Ltd.	100,000	\$25	\$25
Do. Founders' Shares	100,000	\$25	\$25
MARINE INSURANCE.			
Union Ins. Society, Ltd.	10,000	\$250	\$250
China Traders Ins. Co., Ltd.	24,000	\$250	\$250
North China Ins. Co., Ltd.	5,000	\$250	\$250
Yangtze Ins. Assn., Ltd.	8,000	\$250	\$250
Canton Insurance Office, Ltd.	10,000	\$250	\$250
Straits Insurance Co., Ltd.	30,000	\$250	\$250
FIRE INSURANCE.			
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250
China Fire Ins. Co., Ltd.	20,000	\$250	\$250
SHIPPING.			
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15
Indo-China S. S. Co., Ltd.	60,000	\$15	\$15
China & Manilla S. S. Co., Ltd.	14,000	\$15	\$15
Coastal Steamship Co., Ltd.	28,000	\$15	\$15
China Mutual S. S. Co., Ltd.	20,000	\$15	\$15
Do. Ordinary	20,000	\$15	\$15
Do. do.	20,000	\$15	\$15
Star Ferry Co., Limited.	10,000	\$10	\$10
Shell Transport & Trading Co., Limited.	2,000,000	\$1	\$1
REFINING.			
China Sugar Refining Company, Limited.	20,000	\$100	\$100
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100
MINEING.			
Panjo Mining Co., Ltd.	60,000	\$10	\$10
Do. Preference	30,000	\$10	\$10
Societe Fran. des Char.	19,000	\$250	\$250
Queens Mine, Limited.	400,000	\$25	\$25
Jelobu Mining and Trading Company, Ltd.	45,000	\$5	\$5
Namb Australian Gold Mining Co., Limited.	200,000	\$1	\$1
Oliver's Freehold Mines, Limited.	150,000	\$5	\$5
Do. do.	150,000	\$5	\$5
DOCK, WHARF, & C.			
Hongkong Dock Co., Ltd.	50,000	\$50	\$50
Do. do.	50,000	\$50	\$50
Wharf and G. Co., Ltd.	30,000	\$50	\$50
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$100
New Amoy Dock Co., Ltd.	4,000	\$50	\$50
LAND, HOUSES & BUILDINGS.			
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100
Do. do.	50,000	\$100	\$100
Kowloon Land & B. Co., Ltd.	12,500	\$50	\$50
West Point Building Co., Ltd.	12,500	\$50	\$50
Hongkong Hotel Company, Limited.	7,000	\$50	\$50
Oriente Hotel, Manila.	100,000	\$10	\$10
hampshire Est. & Fin. Co.			
CORRO & METALS.			
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	\$100
Yahloong Cotton Spinning and Weaving Co., Ltd.	12,000	\$100	\$100
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	100,000	\$10	\$10
China Borneo Co., Ltd.	7,000	\$10	\$10
A. S. Watson & Co., Ltd.	60,000	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10
Hongkong Gas Co., Ltd.	30,000	\$10	\$10
Hongkong Telephone Co., Ltd.	10,000	\$10	\$10
Gao. Fenwick & Co., Ltd.	6,000	\$25	\$25
Hongkong Ice Co., Ltd.	1,250	\$100	\$100
Hongkong Highways Co., Ltd.	1,250	\$100	\$100
Hk. Steam Water Boat Co., Ltd.	7,500	\$10	\$10
Dairy Farm Co., Ltd.	10,000	\$10	\$10
Carmichael & Co., Ltd.	2,000	\$25	\$25
Hk. & China Bakery Co., Ltd.	1,000	\$10	\$10
Campbell, Moore & Co., Ltd.	10,000	\$10	\$10
Hell's Asbestos & Agcy. Co., Ltd.	10,000	\$10	\$10
United Asbestos Co., Ltd.	10,000	\$10	\$10
Teikoku Planting Co., Ltd.	20,000	\$10	\$10
China Provident Loan & Mortgage Co., Ltd.	50,000	\$10	\$10
Watkins, Limited.	10,000	\$10	\$10
Universal Trading Co.	15,000	\$20	\$20
China Light & P. Co., Ltd.	3,200	\$50	\$50
Robinson Bldg. Co., Ltd.			
CHINA COMPANIES.			
Alhambra, Limited.	200	\$500	\$500
La Commercial, Limited.	200	\$500	\$500
Hongkong, Limited.	700	\$500	\$500
La Favorita, Limited.	130	\$500	\$500

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897.

NOW READY.
THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.
BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH.
On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901.

A LING & CO.,
FURNITURE STORE.
PLATED GLASS & CROCKERY WARE.
Also FOOCHOW LACQUERED WARE.
FURNITURE on HIRE.
13, BEACONSFIELD ARCADE, Hongkong, 1st May, 1901.

APIOL & STEEL
A Remedy for all irregularities.
Supremacy, Bitter Apple, Pennyroyal, 211 Gilling, &c.
A. C. WATSON & CO., LTD., HONGKONG.
MARTIN, chemist, SOUTHAMPTON, ENGLAND.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.
THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.
J. W. KEW, Manager, 20, Des Voeux Road, Hongkong, 18th December, 1900.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
WM. PARLANE, Manager, Hongkong, 17th February, 1899.

DAVID COESAR & SON'S
MERCHANT NAVY LONG FLAK RELIANCE CROWN TARPULING ARNHOLD, KARBURG & CO. Sole Agents.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 7th MAY, 1901.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	29.93	77	77	SE	2
Tokyo	29.91	77	77	SE	2
Kobe	29.91	77	77	SE	2
Nagasaki	29.91	77	77	SE	2
Kagoshima	29.91	77	77	SE	2
Shanghai	29.91	77	77	SE	2
Tientsin	29.91	77	77	SE	2
Kobe	29.91	77	77	SE	2
Manila	29.91	77	77	SE	2
Cebu	29.91	77	77	SE	2
Yokohama	29.91	77	77	SE	2
Swatow	29.91	77	77	SE	2
Hankow	29.91	77	77	SE	2
Amoy	29.91	77	77	SE	2
Singapore	29.91	77	77	SE	2
Penang	29.91	77	77	SE	2
Bombay	29.91	77	77	SE	2

HONGKONG TIDE TABLE.

9th to the 15th May, 1901.

Day.	High Water.	Low Water.
Thurs. 9	11.10	4.10
Fri. 10	11.15	4.15
Sat. 11	11.20	4.20
Sun. 12	11.25	4.25
Mon. 13	11.30	4.30
Tues. 14	11.35	4.35
Wed. 15	11.40	4.40

HONGKONG TIDE TABLE.

9th to the 15th May, 1901.

Day.	High Water.	Low Water.
Thurs. 9	11.10	4.10
Fri. 10	11.15	4.15
Sat. 11	11.20	4.20
Sun. 12	11.25	4.25
Mon. 13	11.30	4.30
Tues. 14	11.35	4.35
Wed. 15	11.40	4.40

HONGKONG TIDE TABLE.

9th to the 15th May, 1901.

Day.	High Water.	Low Water.
Thurs. 9	11.10	4.10
Fri. 10	11.15	4.15
Sat. 11	11.20	4.20
Sun. 12	11.25	4.25
Mon. 13	11.30	4.30
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